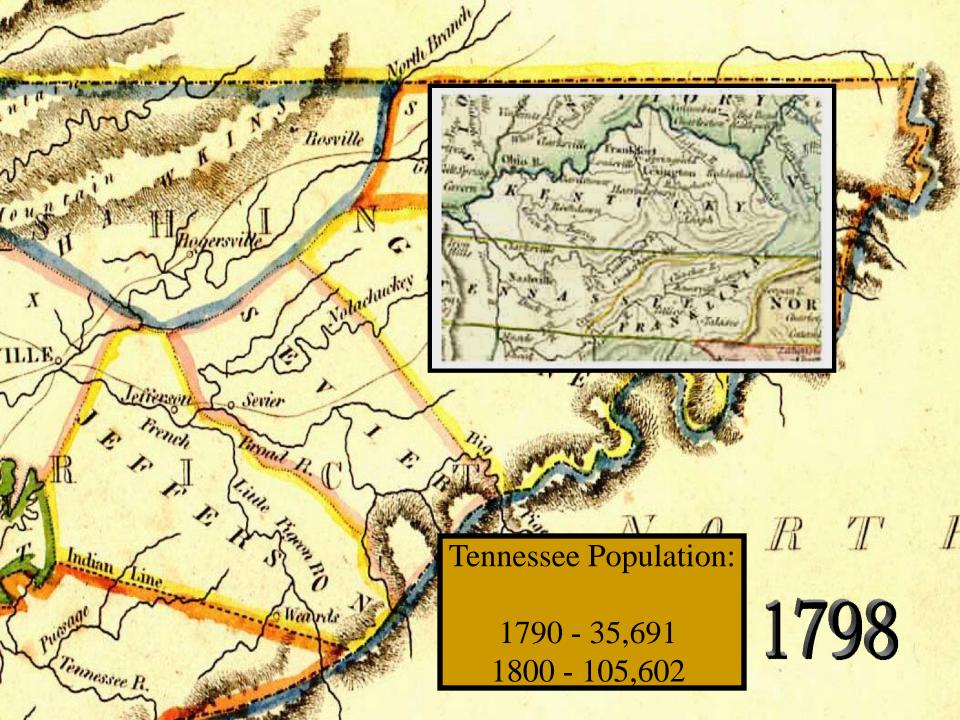
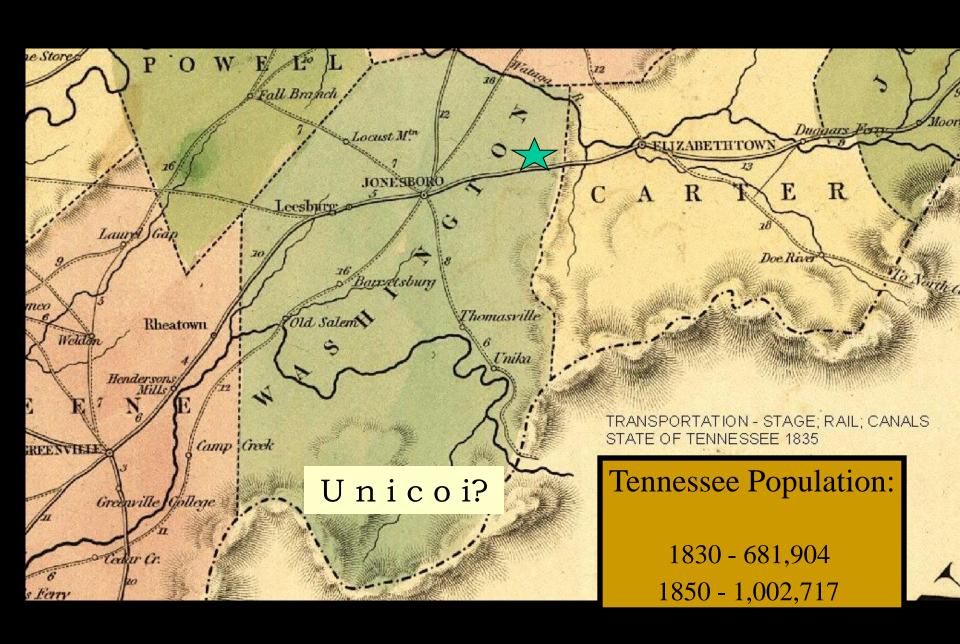
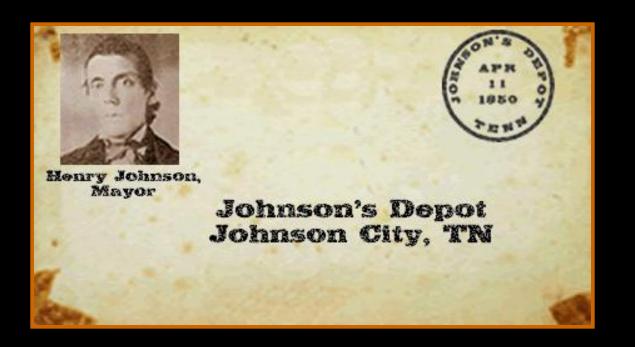
Johnson City Area History 1790 - 2012

Alan Bridwell NETVRIDA



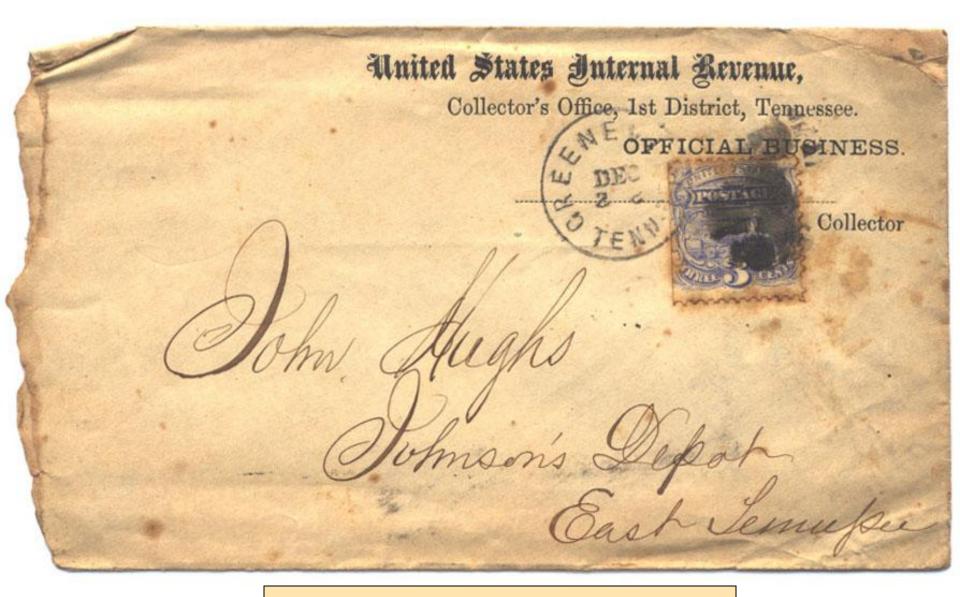




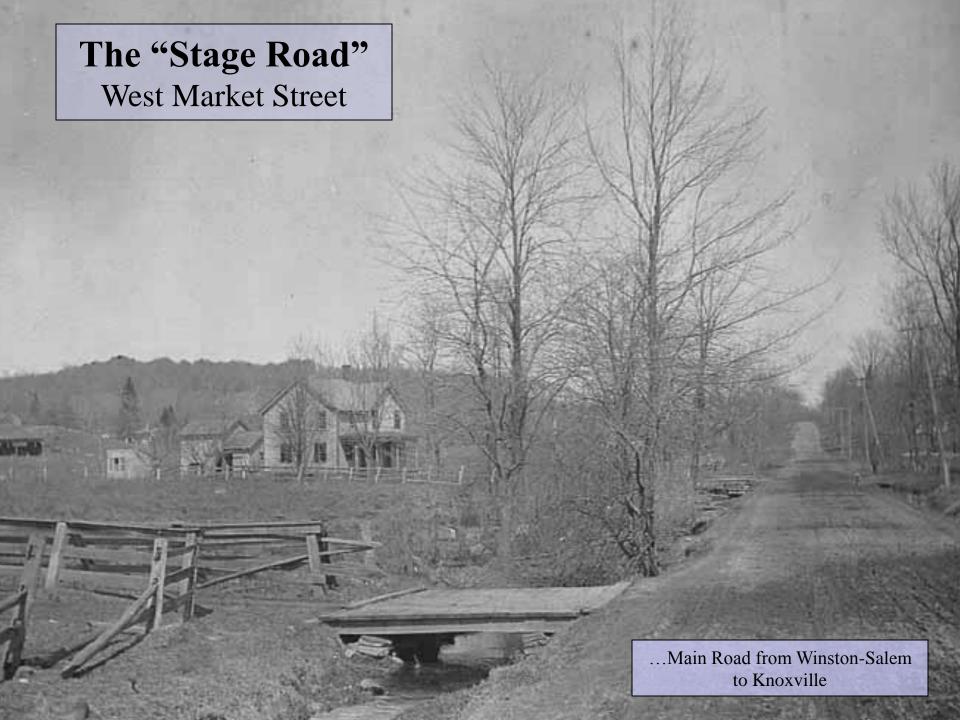
In July 1857, a post
office was opened with
Henry Johnson as Postmaster.
Johnson had served as Postmaster
of "Blue Plum."
Residents of the village
now called "Johnson's Depot"
eagerly awaited the first
train coming from Virginia
set to arrive in August.



Blue Plum was near Bosch Braking Co. on Milligan Highway.

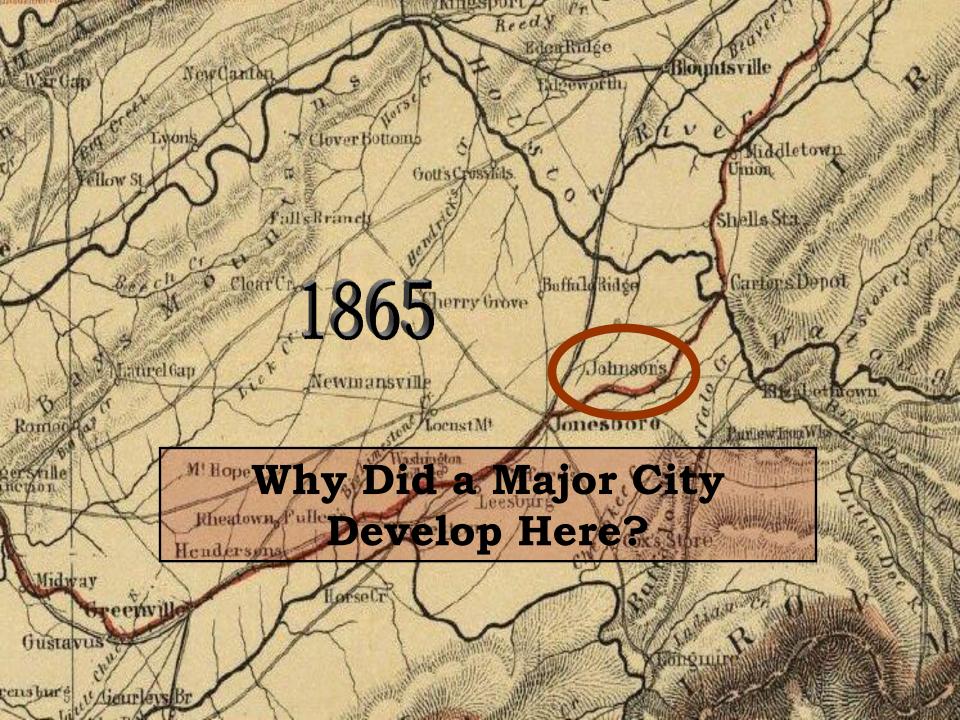


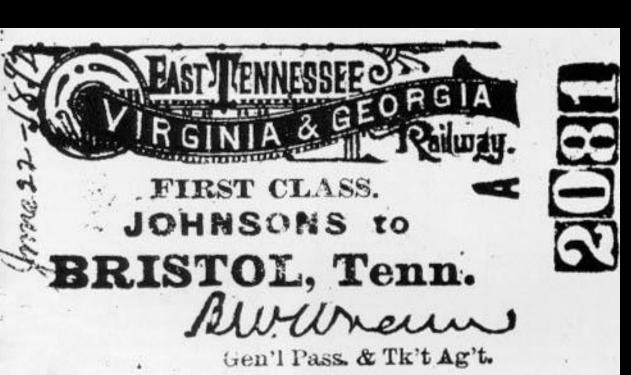
Mail Delivered by Henry Johnson



Johnson's Depot by Ted Laws

At an election opened and held at follows & spot on monday the grad day of fan 1850 for the purpose of electing one mayor one majistrate one constable five Aldermen and one Recorder

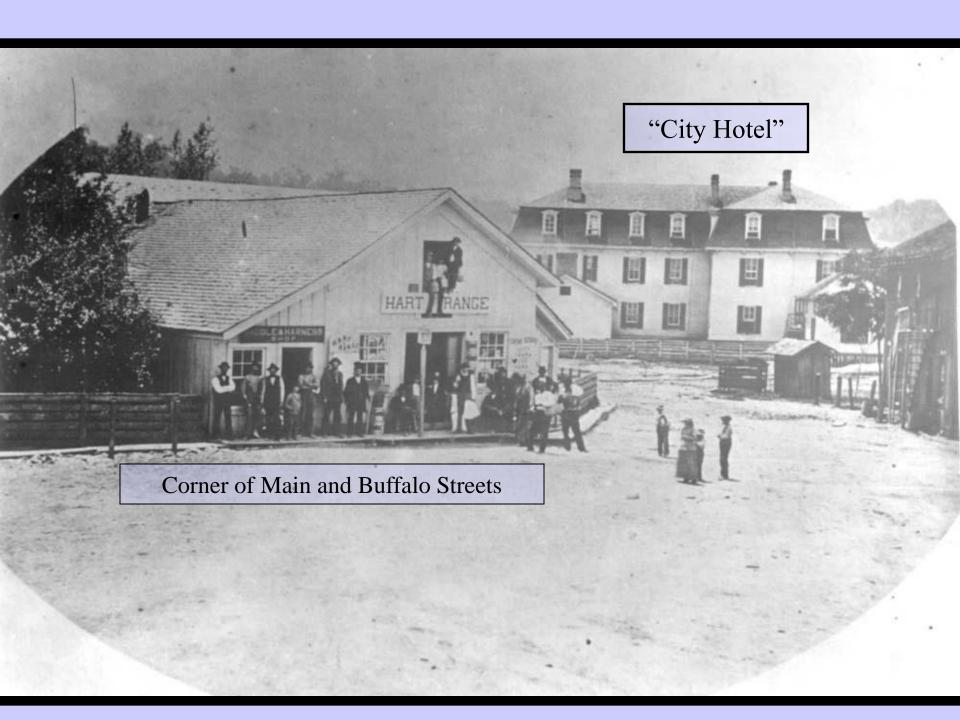




Tr	rains Leave		10 6 10 20		Trains Arrive.
A	cc. Mix Mail	M15		Frs.	Mail Mix Mix
	A. M. A. M. 7 20 *5 37 8 20 6 08 9 10 6 37 9 40 6 54 10 25 7 32 11 30 8 06 11 55 8 16 12 55 8 50 1 55 9 23 3 37 9 52 4 27 10 14 5 12 10 37 5 52 11 06 6 17 11 20	0 11 20 25 32 43 47 56 55 74 88 96 101	STATIONS. Bristol 1 Union. Carter's Johnson's Jonesboro' Limestone Fullens Greeneville Midway Rogersville Junc Russellville Morristown Talbot's Mossy Creek. Newmarket.		Mail Mix Mix P. M. P. M. *6 40 9 50 6 07 8 55 5 37 8 05 5 21 7 35 4 57 6 55 4 22 5 45 4 12 5 20 3 39 4 25 3 04 3 15 2 37 1 59 1 55 1 10 1 34 12 35 1 02 11 50 12 48 11 20 12 34 10 45
Daily.	7 22 12 06 8 02 12 27	113	.Strawberry Plains. McMillan's Knoxville 2		12 06 10 00 11 44 9 20 11 15 8 25

East Tennessee & Virginia Railroad 1857 – Arrived at Johnson's Depot from Bristol 1858 – Completed West to Knoxville

The ET&V RR is now the Norfolk-Southern RR



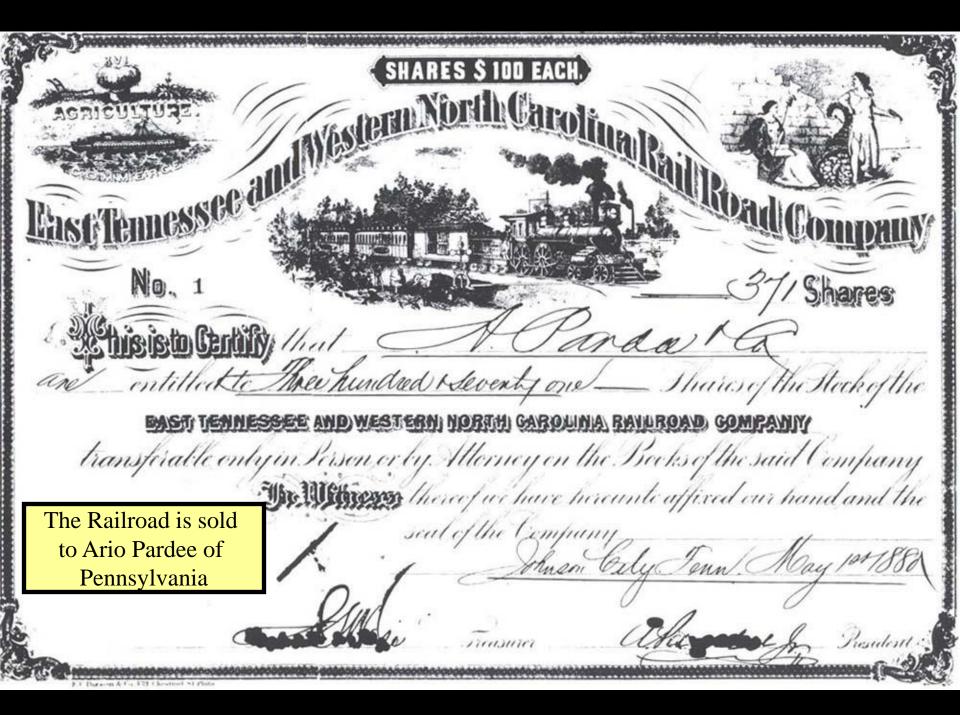


1870s - The East Tennessee & Western North Carolina Railroad is Chartered

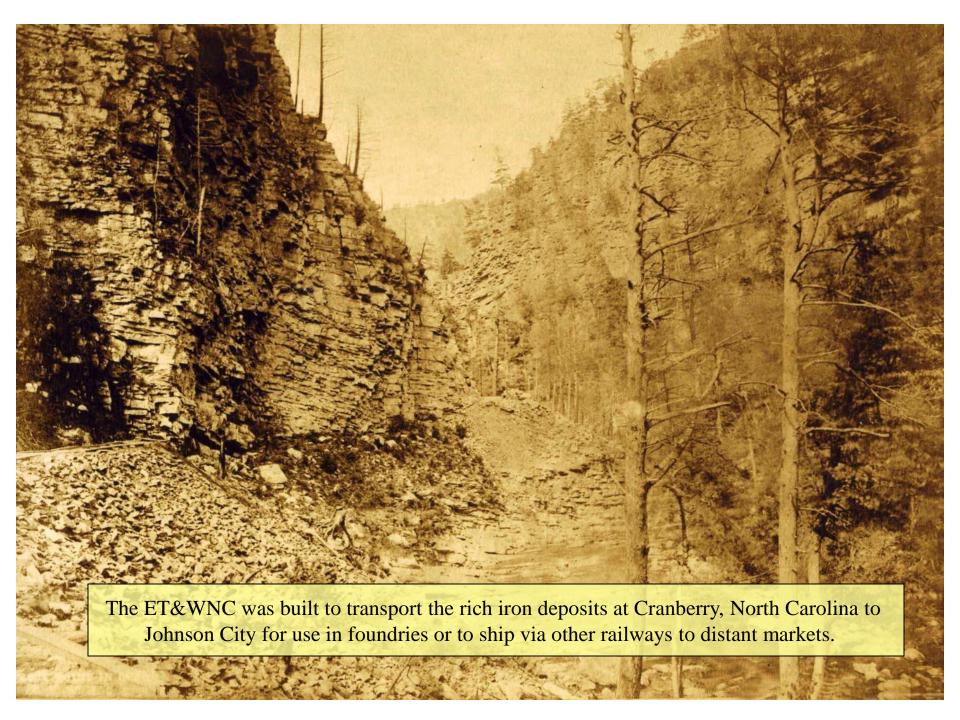
In 1870 the little town of Johnson City had 500 residents and grew to a population of 685 by 1880.

The most legendary narrow gauge railroad in America, called the "Tweetsie" would help set off a tremendous boom.....



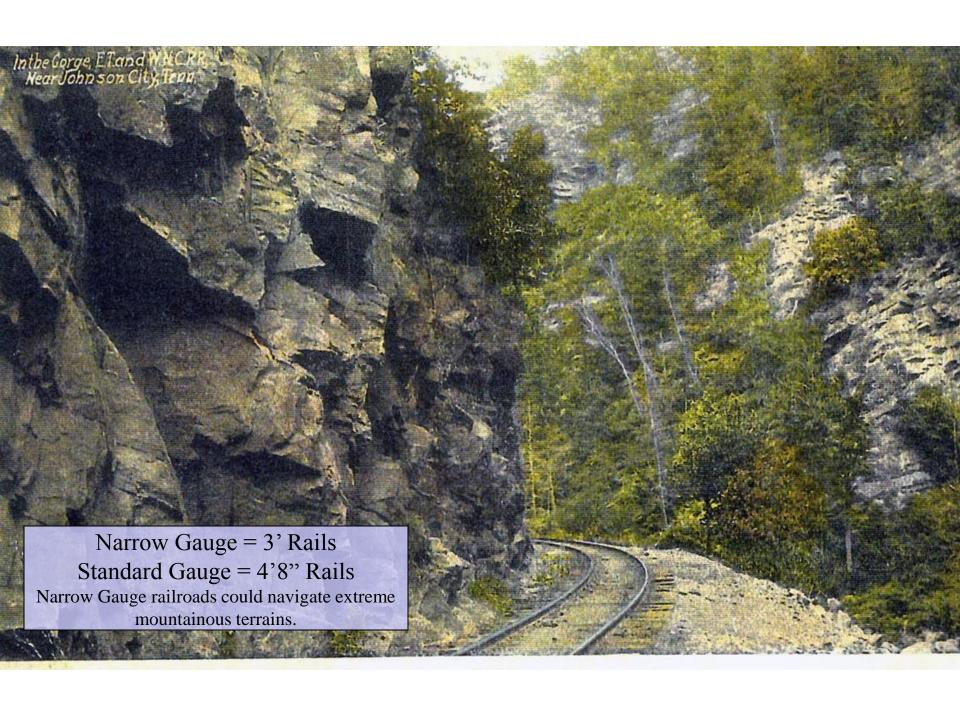










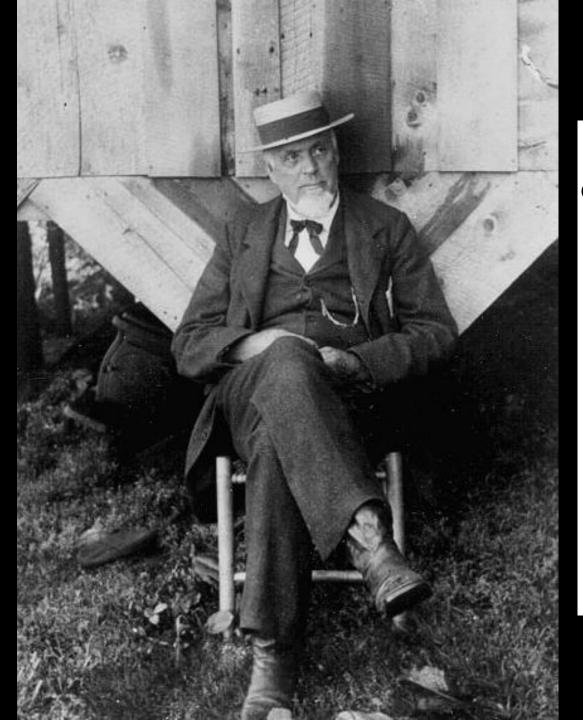




In 1884, former Union Civil War General John T. Wilder, a famous railroad and mining capitalist moved to Johnson City from Chattanooga.

J. T. Wilder, of Chattanooga, accompanied by Messrs. Stead, Henson and Ferguson, nor hern capitalists, arrived in our city on the 4 o'clock A. M. train Monday and left at 6 o'clock over the E. T. & W. N. C. R. R. for Craiberry Mines, to inspect the lineral and Mining interests in that locality.

Johnson City Enterprise April 7, 1883



General Wilder developed hotels in Roan Mountain and Johnson City as well as the new industrial Suburb/Boom Town of Carnegie. His Johnson City visitors included the British Duke of Marlborough, Grandfather of Winston Churchill. Wilder was Vice-President of the new Charleston, Cincinnati and Chicago (3-C's) Railroad Company headquartered in Johnson City.

JOHNSON CITY, The Fotore
IRON and STEEL
Namedoring Control of the
SOUTHEL

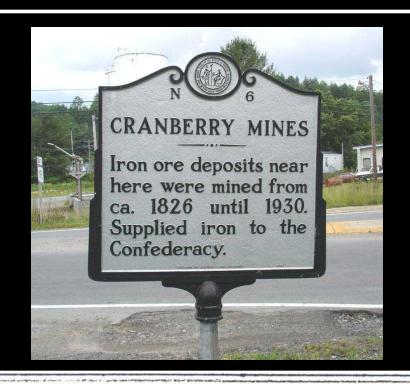
Nature's Site for the Reduction of the CELEBRATED CHANBERRY
-:-STEEL PRODUCING ORES-:-

THE ONLY TOWN IN THE SOUTH WHERE BESSEMER PIO CAN BE MANUFACTURED AT \$10 PER TON.

JOHNSON CITY, TENN., TONE OF THE BUIL-

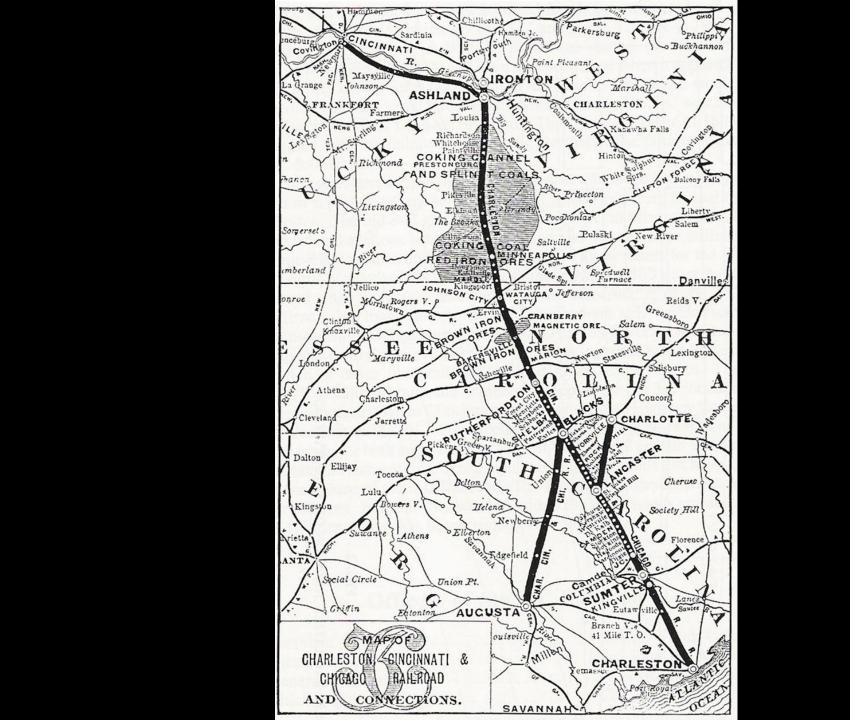
WHERE IT IS, AND WHAT IT IN.

Johnson City is located 106 miles Northeast of Knoxville at the inter-



J. T. WILDER, Pres't. H. W. HARGREAVES, Sup't. J. W. CURE, Sec'y and Trea

CARNEGIE IRON COMPANY



The "Boom Town of Carnegie"

3-C's Railroad Offices

Carnegie Hotel

Site of A.O. Smith Company off Broadway

The 3-C's Railroad: The Road to Prosperity?

Look Out for Johnson's - Our New Railroad

From the Johnson City Comet; October 28, 1886.

Attention is given to the full report of the railroad meeting at Charleston on September 30. From present indications it is only a matter of time of a few months before you will take the train in Johnson City and go to Charleston or Cincinnati without change. Then look out for Johnson's. When the coal of Kentucky and the iron ore of North Carolina meet, Johnson City will be the Birmingham of Tennessee. Land has already been purchased on which to erect furnaces as soon as coal can be brought here at reasonable rates. It is a well known fact that the Cranberry iron makes the finest Bessemer steel and the Kentucky coal has also been found to be the best suited for that purpose. Colonel T. E. Matson has been appointed chief engineer and will make headquarters at Johnson City and will begin locating in both directions from this point.

All aboard for Cincinnati! Bus leaves hotel in fifteen minutes.

\$1,288,051.

These Are The Startling figures Which Tell of

The Growth and Activity of The Plucky, Magnetic City

In 1891--Complete List of Improvements During the Year.

What town can beat it?

There can be no doubt that the improvements in Johnson City during 1891 amount to more than those of any previous year in the history of the town, except it be 1890, when money was more plentiful and there was nothing but life and activity on every hand.

For a year of financial tringency when every wheel of Southern progress seems to have been retaided, the improvements in our town figure up surprisingly.

More than a million and a quarter of dollars have been expended in plants, business blocks, school houses, residences, street improvements, water works, railroads, etc.

WE HAVE GOT IT.

Johnson City Keyer Enters but

We are Destined to be the Future Steel Center.

Tell It to the World-We are Bound for Greater Things.

A Great Mass Meeting of Citizens.

Forty Thousand Dollars Raised in Less Than an Hour.

The Pluckiest City on the Face of the Globe, and Knows No Such Thing as Failure in Any Undertaking.



EIGHTH YEAR.

JOHNSON CITY, TENN.. TUESDAY MORNING, APRIL 14. 1890

VOL. 1. NO. 1

SUPREME COURT DECISIONS.

aportant Customs Cases in Illinois and Southern New York Confirmed .. Other Cases Disposed Of.

American's Front to The Contell. adgments of Circuit Courts for Illiole and Southern New York in the aportant onetom cases of Seeberger, illector at Chicago, against Farwell ow Took against Edward Lucke a Few Wacks Blas Corspectedly. Of er, in regard to the proper rate of by associated Press to The Comet. sty, under the act of 1888, up wooles Wilmington, April 14 -- Count

ort sustained their decisions that Congress did not make any protion as to what amount of coston by assectated Press to The Comet. ust be in goods in order to secure a atter how small, in order to secure a sinner of the World's Fair for Florida.

erer rate. The court to day dismissed the writ

the Treasury Department to-day, was 950,000 ounces and the amount purchased was 245,000 ounces at 97.95 @ 98.05. The purchases of silver at the local points during the Washiporos, April 18 .- The United current months, and up to the takes Supreme Cours to-day affirmed class of business last Saturday, ag gregate 323,873 ounces.

COUNT REINHOLD DEAD.

of others, and Magnes, collector at Ex-Secretary Bayard's Son.in-Law of

nes goods in which very slight Reinhold A. Lewenhaupt, did sudagents of notion had been mixed in dealy at his home. No. 1107 Adams der to lower the classification of the street in this city shortly after 6 seds. The tariff set of 1883 provided o'clock this morning, of typhoid lever. at dress goods composed in part His illness was short and no one outily of wool should pay a duty of side of his immediate family was cents par yard, and 35 per cent ad aware that his tile was in peril until dorem, and where composed wholly the sad news of his death was anweoi should pay 8 cents per yard, counced. He was married April 2nd, d 40 per cent. ad valorem. The to Miss Ellen, oldest daughter of Exsporters, so as to secure a lower Secretary Bayard. He was attached by the rooming of a special train out from the lunch room to take the assistation, introduced from 2 to 6 to the Saedish Legation during from this place to Embreville. or cons. of cotton into the warp of Cleretand's administration, but The train, which left the cfty at As the train pulled out, the party e goods. The evidence showed that came to Wilmington some time 7 a m, was under the management gave three rousing cheers for the Emston could not be detected except ago to learn practical ship-building of Col. T. E. Matson, and carried preville & Johnson City and the J. C. s very expert inspection, and that it and iron working in the shop of Har shout 100 representative citizens of & C. sond at as much, if not more, to manu- lan and Hollingsworth. He was ti- Johnson City, including Col. Haskell, The train reterning, reached the sture goods with these coston thed, wealthy and handsome and a A. D. Reynolds and others from city at 12:30 o'clock, and a crowd of reads than if wholly of wool. The special favorite but he was employed Bristol. licetor accordingly imposed a duty as a mechanic and had his beach sder the classification for all woolen among the rest of the emyloyees. He gone over the road with President extled the sons of the coming indusods. The lower courts and this had become so excelent workman.

World's Fair Commissioner.

WASHINGTON, April 13 .- The Presi wer duty, that importers had a right dent to-day appointed Chas. F. A. mix any quantity of cotton, no Bielby, of Florida, to be a commis-

Please be Patient.

FORMAL OPENING.

1. C. & C. R. R., to the Beart of Harvelous Wealth, Low Corn.

A Great Tributary to the Magnetic City, Leading to Moustains of Iron Dre.

Representately Bedicated by a Special Train of Excersionists.

Yesterday morning the Johnson City & Carolina Railroad, from the metropolis to the enterprising town of Embreville, was formally opened growd had a hearty laugh, and walked

Fultan and party Sunday, did not re- trial center of the South. main for the formal opening.

It was 2 jully company, however, and every one was in full accord with

the spirit of the occasion. It would be too tedious to undertake to give personal mention of the entire excursion, but among the yesterday. many who were along were: Mayor Me, and Mrs. J. A. Martin returned Jobe, H. H. Carr, J. E. Crandali, John Grom Bristol to-day.

mained undeveloped, but which now entering into the full current of the remarkable flood of energies that is now sweeping over the resources the South.

He concluded by extending a most hearty welcome to the Foglishmen who crossed the waters and came here to help build up the new world.

Mr. Love made a few pleasant remarks in behalf of his company, and seald that Johnson City was the place he had been looking for. He extended Bross sayMal mideonse to the party in general and said that this was the party they had been looking forward to with much interest.

Capt. Morris made a few remarks in which he said that he had succeeded DETAILED DESCRIPTION. In completing the road on his own route against all odds.

Maj. Campbell jokingly remarked that Col. Haskell, who had been introduced as a citizen of Bristol, was not of Bristol, but of South Carolina, The train to return to Johnson City.

delighted people alighted and went President Cary A. Wilson, having their way rejoicing-proud to be

PERRONAL.

C. C. Walker, of Limestone, is in the city

E. M. May was up from Jonesboro

THE PRESIDENT COMING.

The Party Will Be Royally Recieved at Johnson City and Mr. Harrison Will Make a Speech.

Benjamin Harrison, President United States, on route in his Johnson City, and says there will ! Southern true, were arrive in the city to-day at 2:15 o'clock p. m.

Besides the president there are in the party Mrs. Harrison, Mrs. McKee Mrs. Dimmick, Mr. and Mrs. Russell Harrison, Postmester General Wannamaker, Marshal Rousdell, Mr. and Mrs. Goo. W. Burd, Mr. E. F. Tubbatt the President's stenographer, and rep. resentatives of the Press Associations.

The President has accepted an invitation to address the people of John-

Arrangements have been made to give the party a royal reception. The ovation will be unprecedented in the history of Johnson City.

The following committee were chosen for the occasion:

Committee of Arrangements-W G. Mathes, J. M. Martin, T. E. Matson.

Committee on Musfc-1, F. Crumlev. M. N. Johnson, W. W. Kirkpat-

Committee on Becorations-J. W. Cox. C. W. Marsh, L. W. Wood, J. A. Mathes, H. W. Hargraves, Madames Hargraves, Collins, Mathes, and Misses Mary Wilder and Sallie Faw.

Reception Committee-Hon. A. A. Taylor, Hop. T. F. Singiser and Ike T

Guard of Honor-Maj. A. Cantwell J. M. Erwin, W. Hodges and G. A. R.

Finance Committee-J. C. Campbell, A. B. Bowman and H. C. Chan-

The committee of reception will meet the President and party at Sristol and will accompany them

more than 3,000 circulars. He had e display of East Tennesses mit eral on exhibition, a prominent fee up being a pig of Cranberry ore. This faithful worker arranged whi there for low rates from Decater

a grand excursion in June. BLUSHING GIRL GRADUATES.

Elocution Recital by Misses Earnes

Mostch and Mrs. Mahew. Wesleyan Hall was bright wit maidens' smiles and gorgeous mill necy last evening. crowded, and the audience was larg ly composed of young ladies, some whom were hate like inverted sou plates, others like inverted flower poand even sugar bowls, and all so mounted by small mountains of flow

ers of about every bue in the rainbox The happy girls who sat beneat them were pupils or friends of pupi of the Emerson School of Orasor gathered to enjoy the graduating P cital of Miss Caroline Earnest, Mi Mathilde Motech and Mrs. Della M.

The few representatives of the stern er sex present were led blushing t their seats by a corps of sweet face ushers, consisting of Miss Hattle Hill of Malden, who were a pretty costum of light blue crope, with ribbon garn ture; Miss Sterling Dock, who wor pink satin, with an illusion overdres and Miss Edna Little in an empir gown of pink china silk. Mr. Has ings and Mr. Emmons also assisted.

Miss Caroline Earnest, who looks very pretty in a court gown of yello and white figured satio, gave a societ story by Nera Perry, and in respons to several encores, gave varied obs acter delineations with an excellent that showed her the possessor of r markable versatility as an elecution







In 1893, the 3-C's

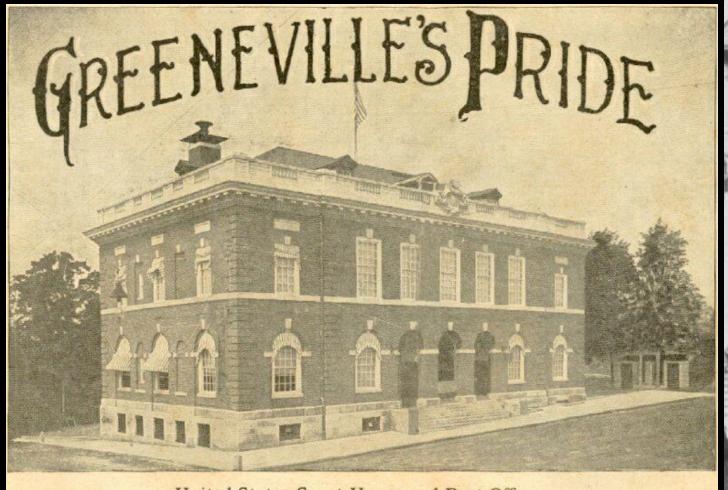
Railroad halted work due to losses by British investors.
General Wilder lost a personal fortune. Banks failed and Johnson City itself teetered on the edge of bankruptcy as the city held \$75,000 of railroad bonds. The Supreme Court ruled the city did not have to repay the bonds as the railroad was never built.

The boom town of Carnegie went bust and hard times lay ahead.

A worldwide Depression was underway.

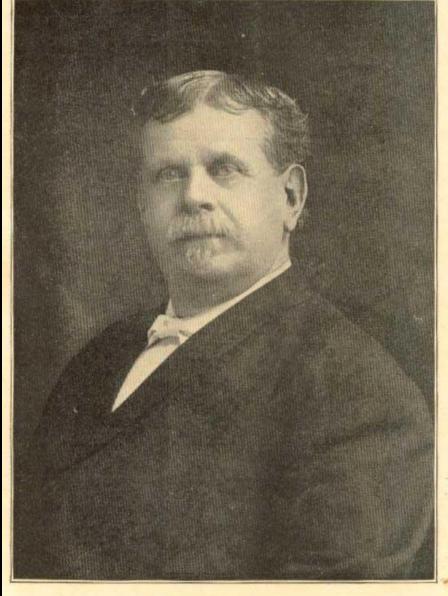


From a "Town to a City"



United States Court House and Post Office.



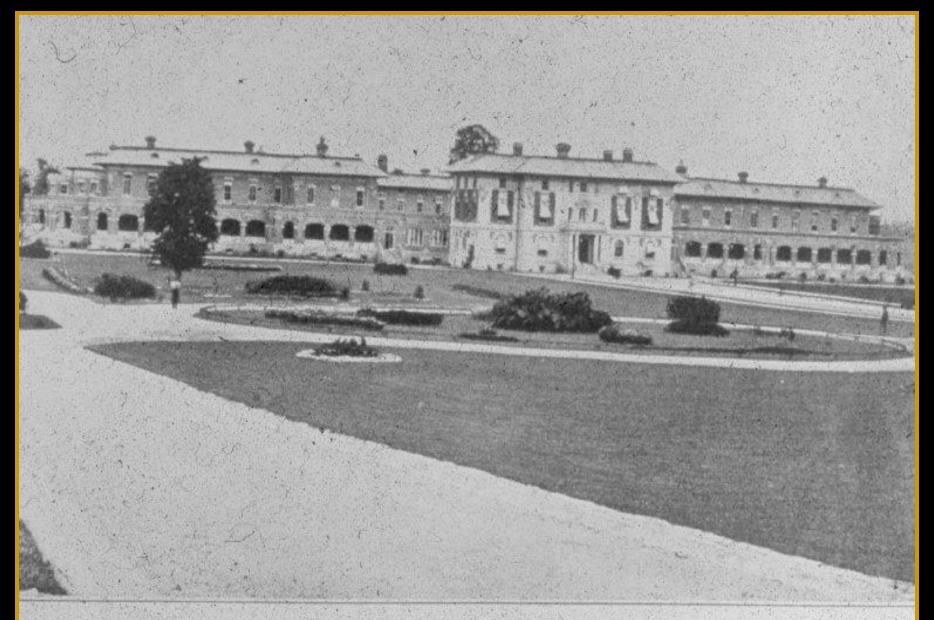


ADDRESS OF

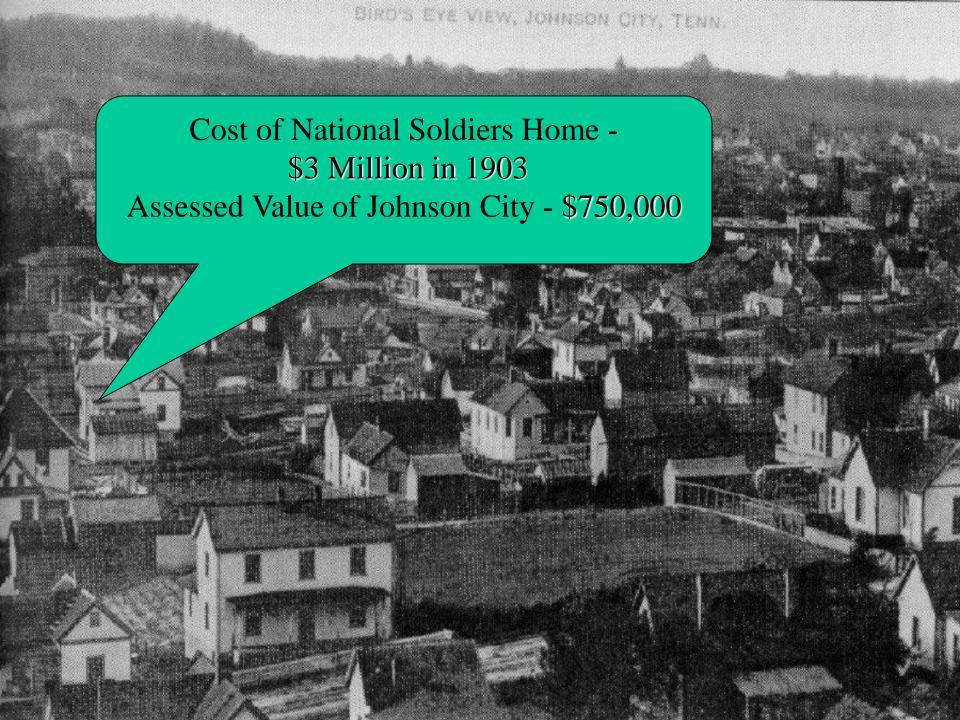
Hon. W. P. Brownlow

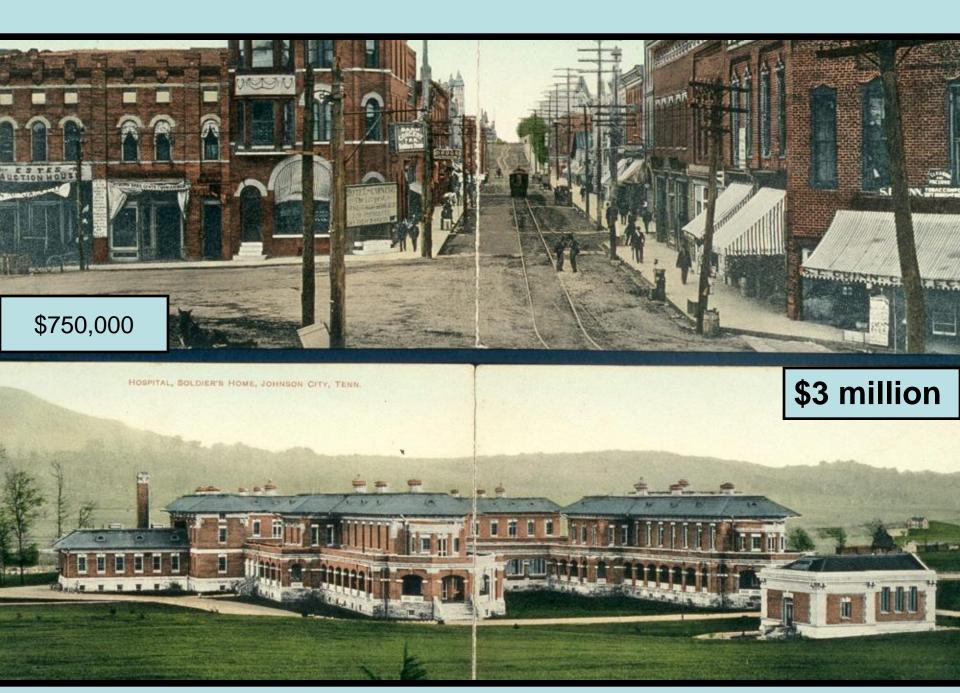
To the Voters of the First Congressional District of Tennessee.

1908



THE FIVE HUNDRED THOUSAND BOLLAR HOSPITAL

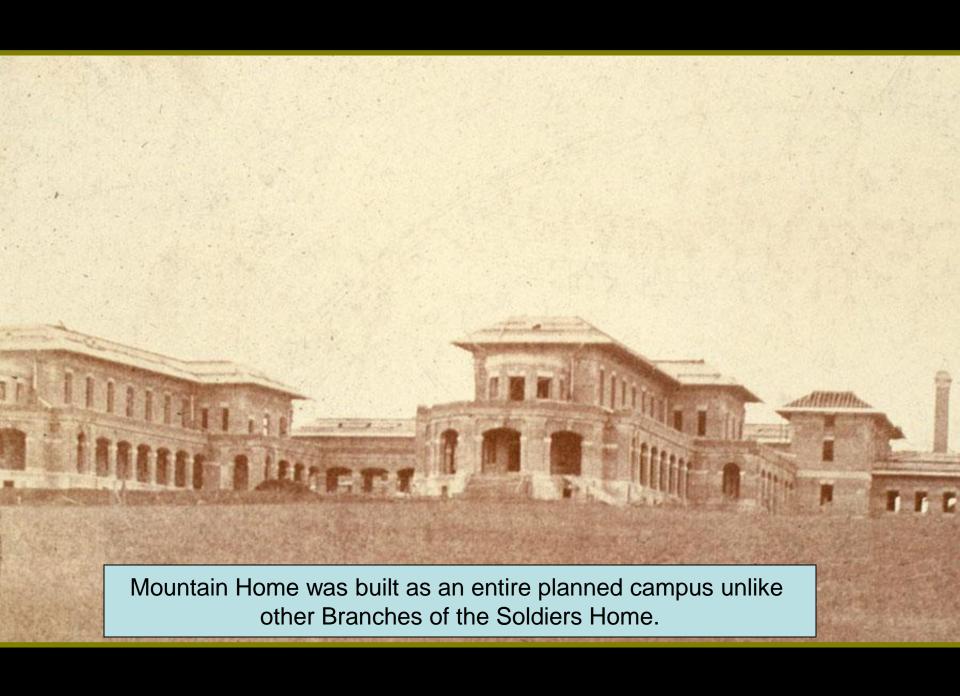








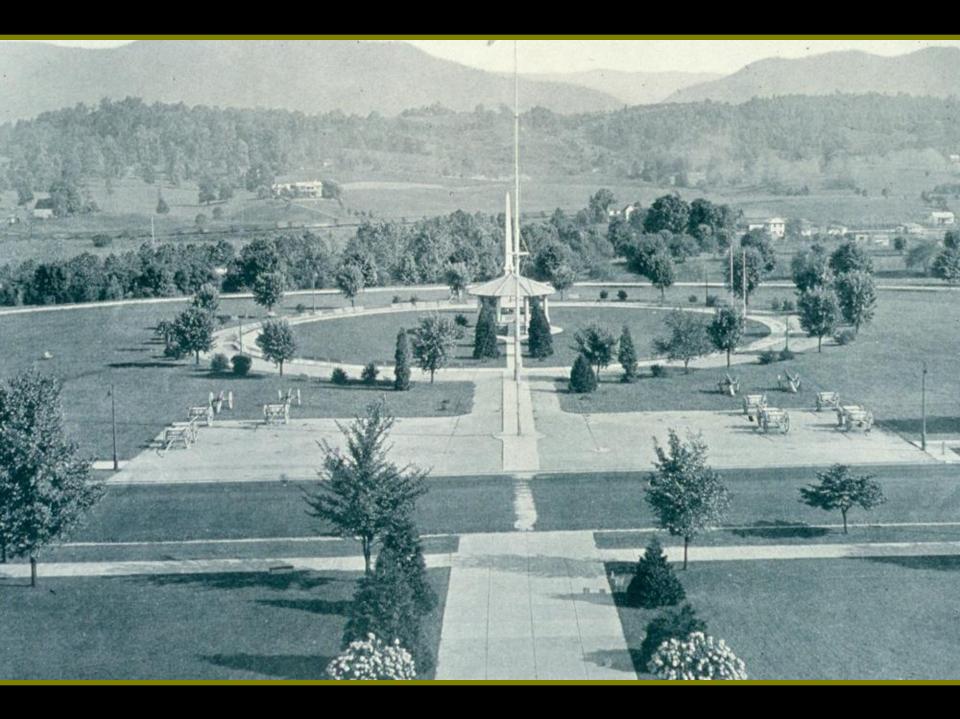




HOSPITAL GROUP,
NATIONAL SOLDIERS HOME,
JOHNSON CITY, TENN.

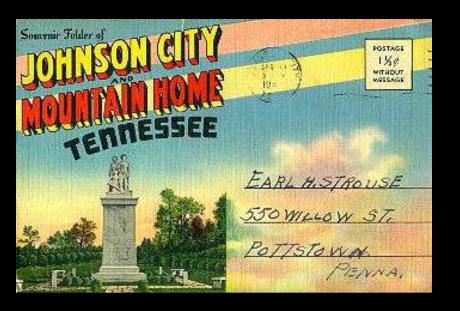
October 15, 1903
Open for Business
Pvt. Jacob Leab
First Mountain Home enrollee
Enlisted on 9-5-1863







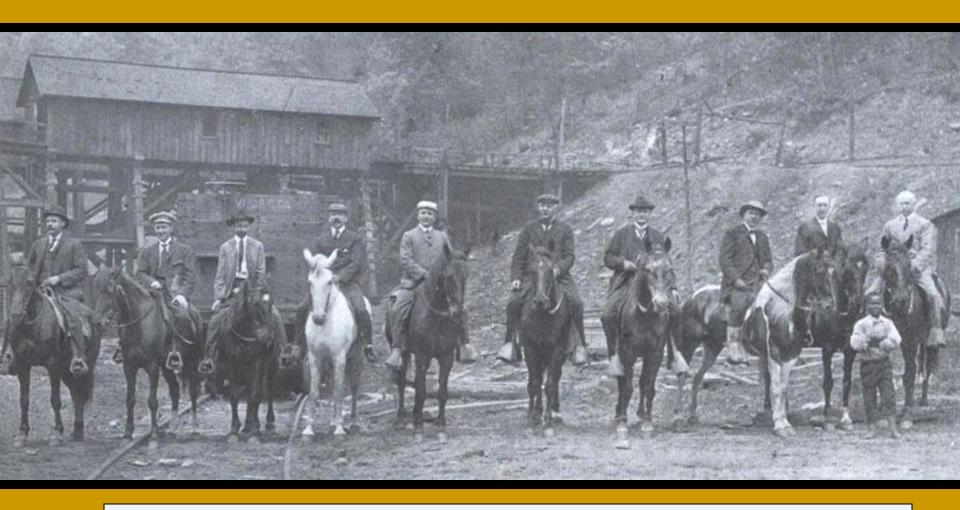












1905 – Unfinished 3C's Railroad Being Extended By George L. Carter and Associates...

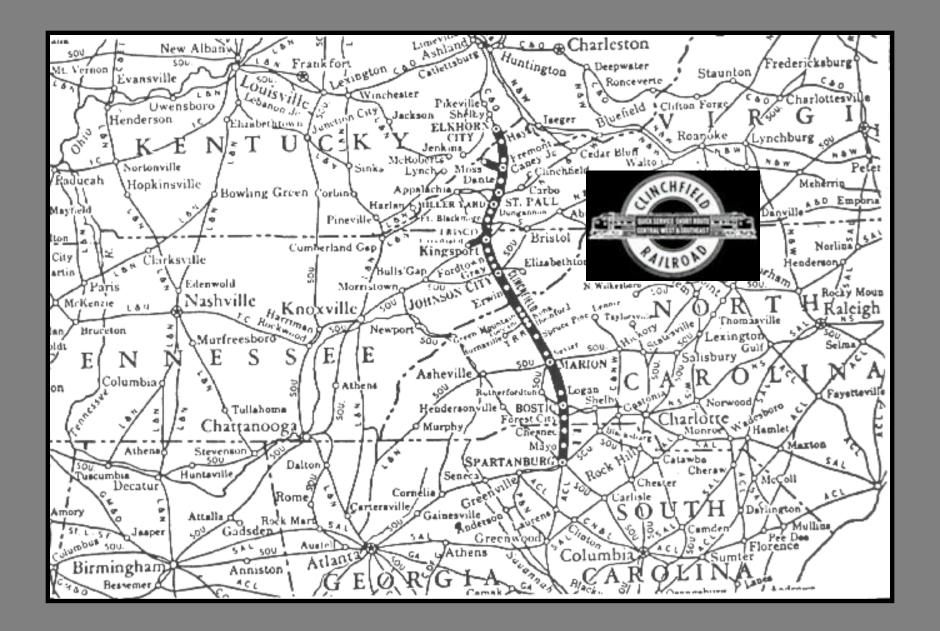
Plan New Railroad Connecting Clinchfield Coal Fields to Textile Mills at Spartanburg, South Carolina

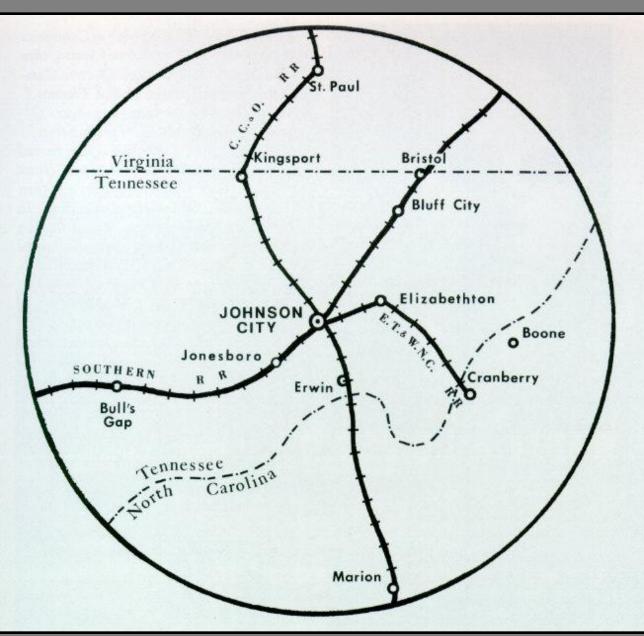
The Three C's was completed as the Carolina, Clinchfield & Ohio RR



George L. Carter fulfilled
General Wilder's dream
of a railroad across the Blue
Ridge Mountains connecting into
South Carolina. Johnson City's
railroad prominence increased
when the Clinchfield RR was
completed in 1909.

At a massive celebration in Johnson City at the Carnegie Hotel on April 14, 1909 guests of honor included George L. Carter and General J. T. Wilder.





This 1915 map shows how three railroads crossing in Johnson City have contributed to its growth. The Southern Railway, completed as the East Tennessee and Virginia Railroad in 1858, opened traffic to Washington, D.C., Philadelphia, New York City, and the New England states in the East and to Atlanta, Birmingham, New Orleans, and Memphis in the South. In 1915 Johnson City had eighteen passenger trains arriving and departing daily.

From 1883 to 1950 the East Tennessee and Western North Carolina Railroad carried passengers and freight across the mountains into North Carolina and on to the East Coast.

The Carolina, Clinchfield and Ohio (later Clinchfield) Railroad, accomplished what the Three-C's Railroad planned to do—provide transportation from the Great Lakes to the Ohio River, across the mountains, and to the Atlantic Ocean at Charleston, South Carolina. Map courtesy of Bob Lilly

The College Town





Washington College, the oldest seat of learning in the State, if not west of the Allegheny Mountains. It is non-denominational in its doctrinal teachings, and students of all beliefs have entre, when of good character. Tuition in either college is very low, just barely enough to pay expenses. The colleges are endowed, thus affording very low rates.



EAST TENNESSEE NORMAL COLLEGE.

JOHNSON CITY is one of the three cities of the State selected for the location of a Normal College and Training School. During the 1908-09 session of the Legislature a bill was passed authorizing the building of three normal colleges for the training of teachers for the public schools of the State, designating that they be so divided as to give one to each grand division—East, Middle, and West Tennessee—and appropriated a million dollars therefor, the amount to be equally divided among the three.

Johnson City offered a bonus of \$150,000, forty-two acres of ground, free water, and to extend and build a macadam roadway, with cement sidewalks, leading to it. The Johnson City Traction Company agreed to extend its car, line and service to the grounds, and the Watauga Electric Company agreed to give free lights.

The location of this grand college at Johnson City at once establishes it as a leading educational center and places it in the foremost ranks of cities having good schools.

An agricultural experimental farm will be maintained with the school, and the training of students in the mechanical arts will be special features.

The school will be free to residents of the State, a small fee to outsiders, non-sectarian, admitting both sexes, but run for white pupils only.

Aside from the æsthetical, it will at once become a source of large revenue to the city. No city, anywhere, will have better schools, nor will but few be able to offer such wonderful environment—high elevation, beautiful mountain scenery, ideal climate, and pure freestone water.

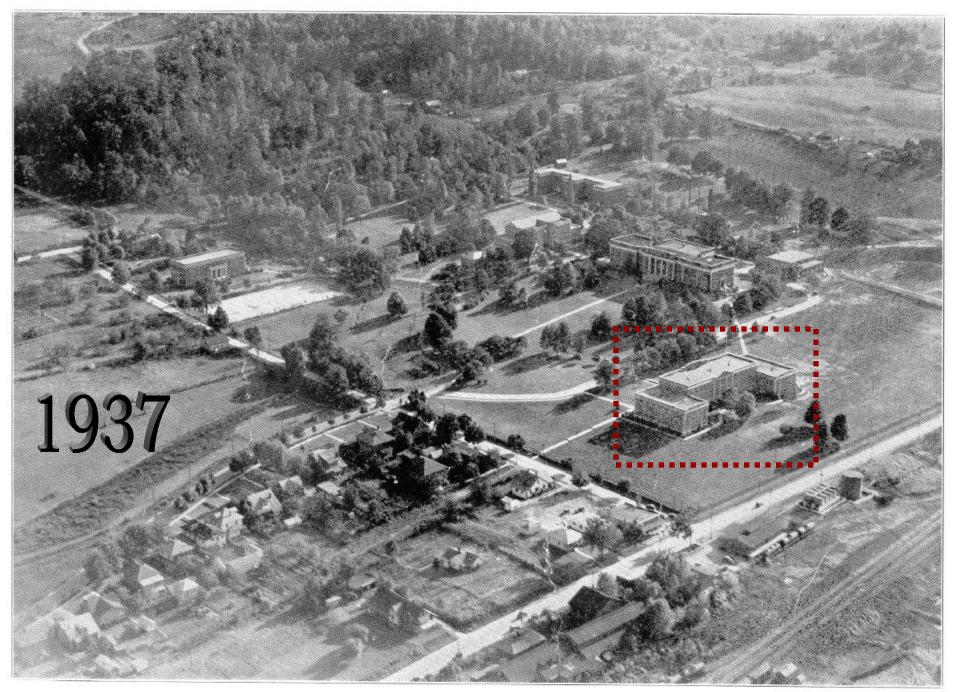
The city is preparing to build a municipally owned water plant, bringing the water from the heart of the mountains where contamination is impossible. Pure freestone water.



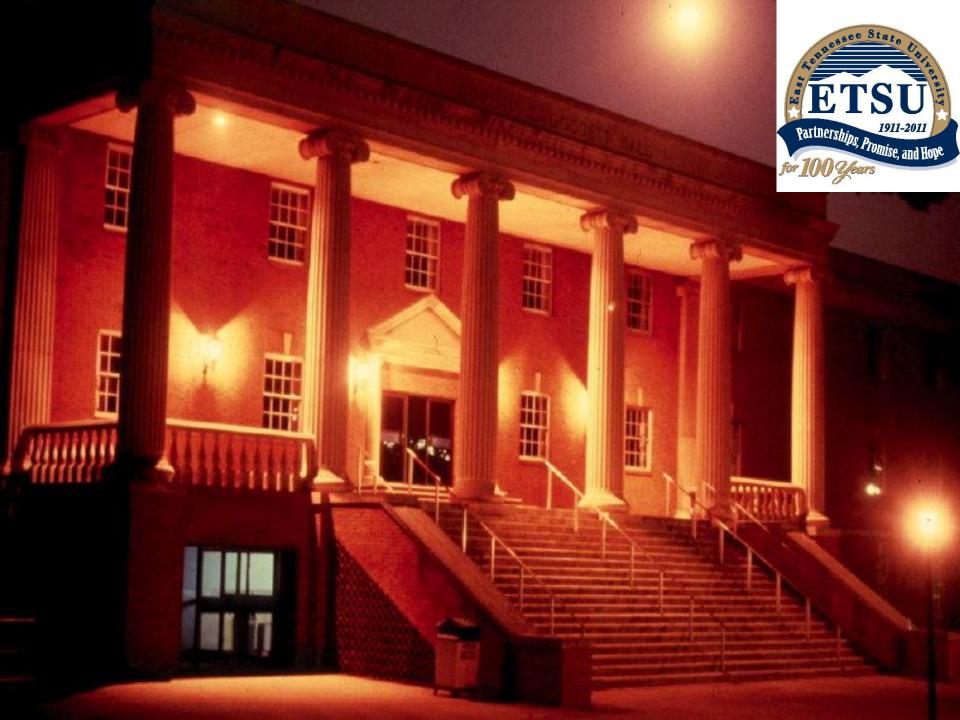


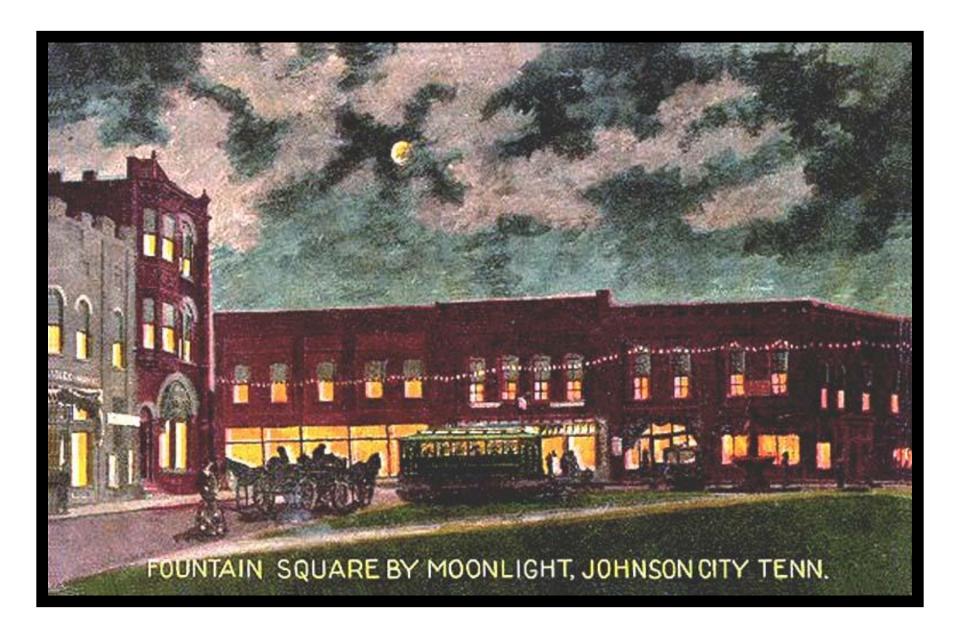




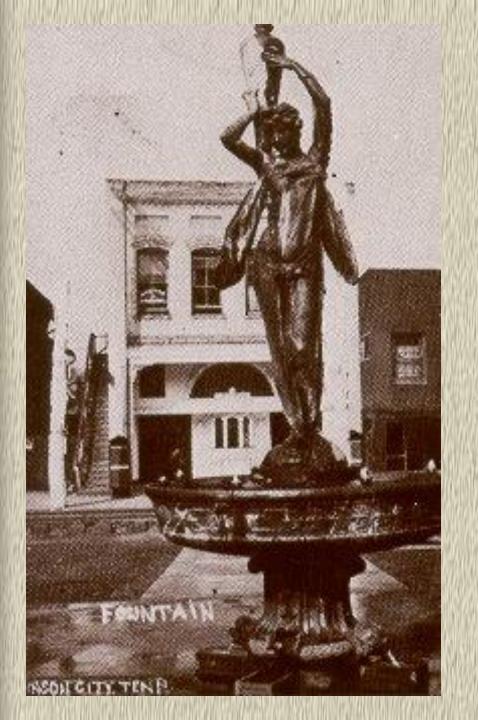


BIRD'S EYE-VIEW OF TEACHERS COLLEGE

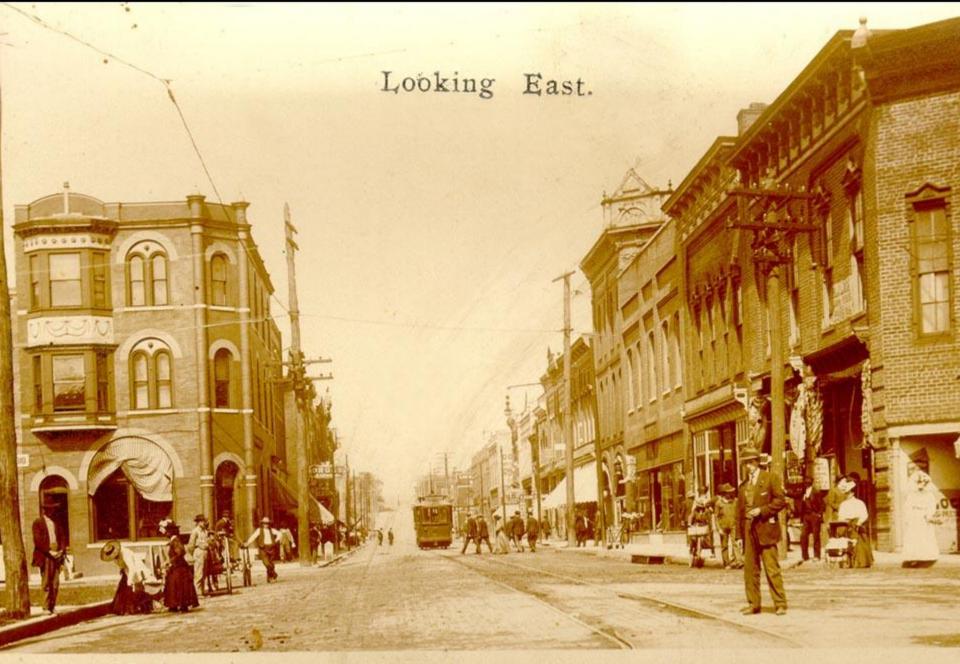








Downtown Fountain 1900- 1938



Main Street.

Johnson City, Tenn.



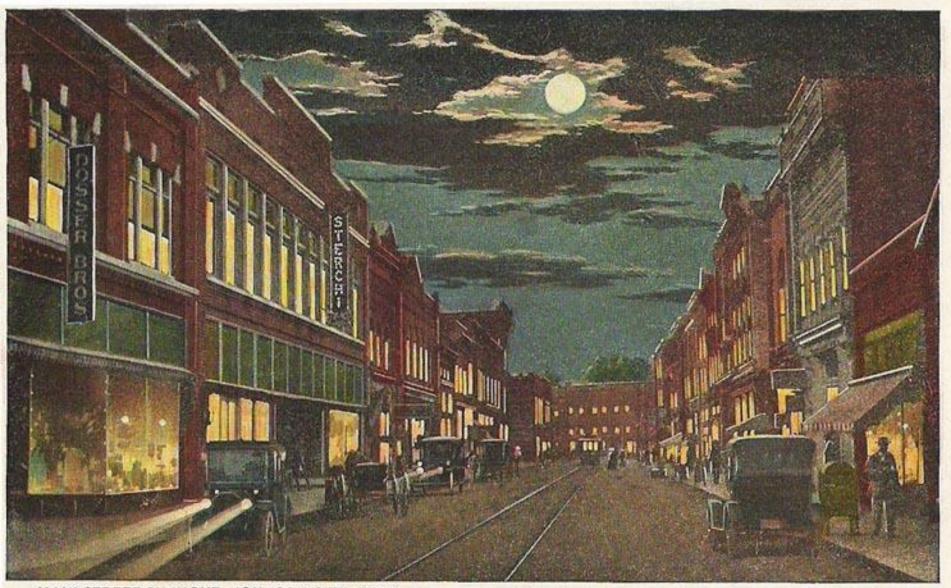
Fountain Square.

Johnson City, Tenn.

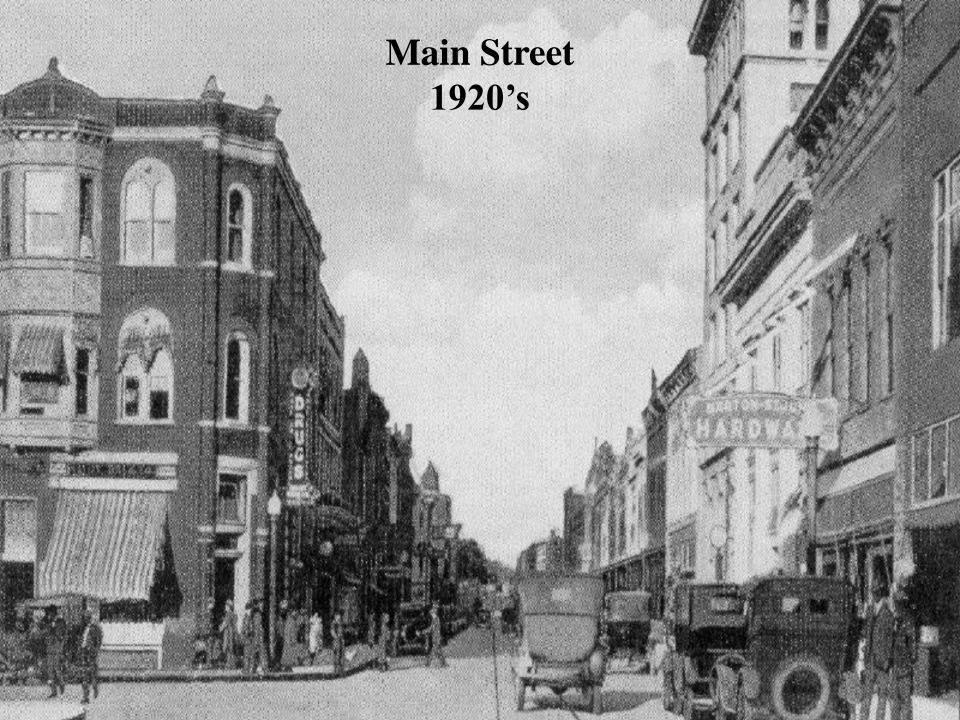


Fountain Square.

Johnson City, Tenn.



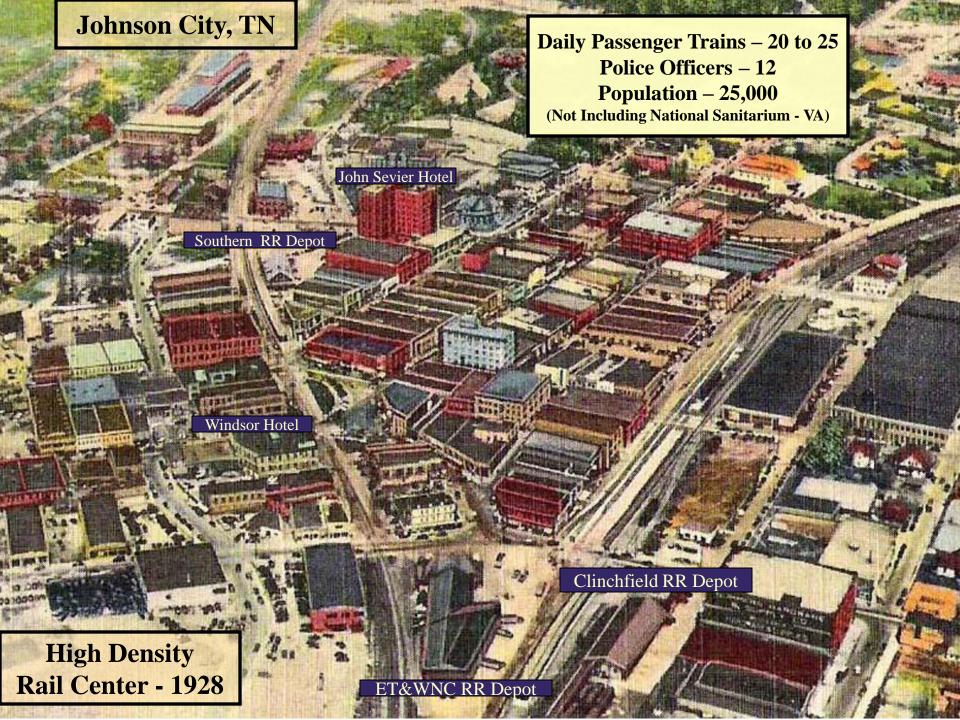
MAIN STREET BY NIGHT, JOHNSON CITY, TENN.











OHNSON CITY

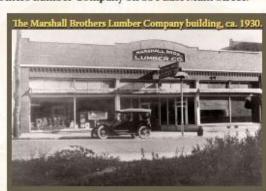
JOHNSON CITY SESSIONS

Frank Walker, head of Columbia Records "hillbilly" recording division, conducted recording sessions in Johnson City in 1928 and 1929. Walker was a pioneer in the art of remote recording, which was deemed more effective than bringing musicians to large northern cities to record.



Charlie Bowman & the Hill Billies. Charlie was a major influence on the distinctive fiddling style in country music in the '20s and '30s.

W alker was searching for talent from the southeastern mountains. On Saturday, October 13, 1928, he held auditions at the John Sevier Hotel in Johnson City. The following week he conducted recording sessions in makeshift studios at the Marshall Brothers Lumber Company on 334 East Main Street.



The Columbia Records platter, Railroad Take Me Back, recorded in 1929 by Charlie Bowman's daughters Jennie and Pauline, in New York.



Popular recordings – such as Roll on Buddy, a bluegrass standard, by Charlie Bowman and his brothers and Johnson City Blues by Clarence Greene – highlighted the 1928 sessions. Clarence Ashley's classic Coo Coo Bird was recorded in October 1929. Frank Walker also was instrumental in the careers of blues star Bessie Smith and music legend Hank Williams.



Frank Buckley Walker (1889 – 1963) scouted talent for Columbia Records' Country Music Division in the 1920s and '30s.



EAST TENNESSEE and WESTERN NORTH CAROLINA RAILROAD COMPANY

EXCURSIONS

ON

SUNDAY, SEPT. 6 Also Sunday, Sept. 20

SPEND A DAY OF WHOLESOME PLEASURING! Go Basket Picnicking, Mountain Hiking, Sight Seeing, Kodaking. Plan now for your next Sunday's Outing by going on the World's famed All-Scenic Narrow Gauge Railroad into the coolness of the Blue Ridge Mountains. Get away from the sweltering heat of your lowland home by going to—

Boone, N. C.

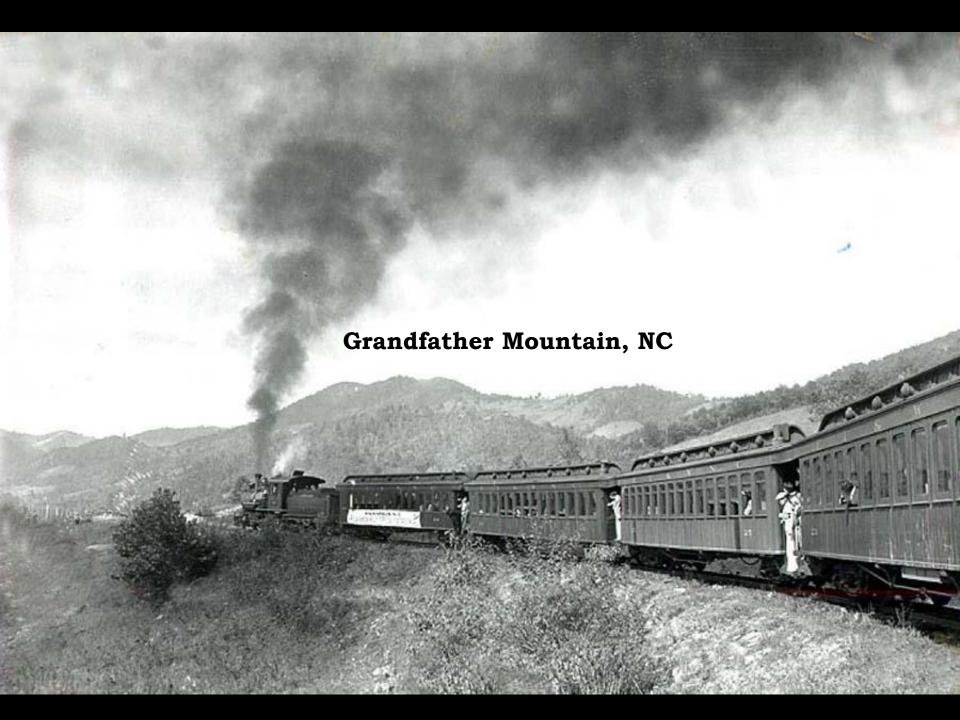
Also, Roan Mountain, Tenn., Linville and Linville Gap, N. C.

130 MILES OF DELIGHTFUL TRAVEL THROUGH AMERICA'S SCENIC WONDERLAND



N-278 "TWEETSIE", FAMOUS EXCURSION TRAIN ON E. T. & W. N. C. RAILWAY

J. C.-68 A SCENE NEAR JOHNSON CITY, TENN.

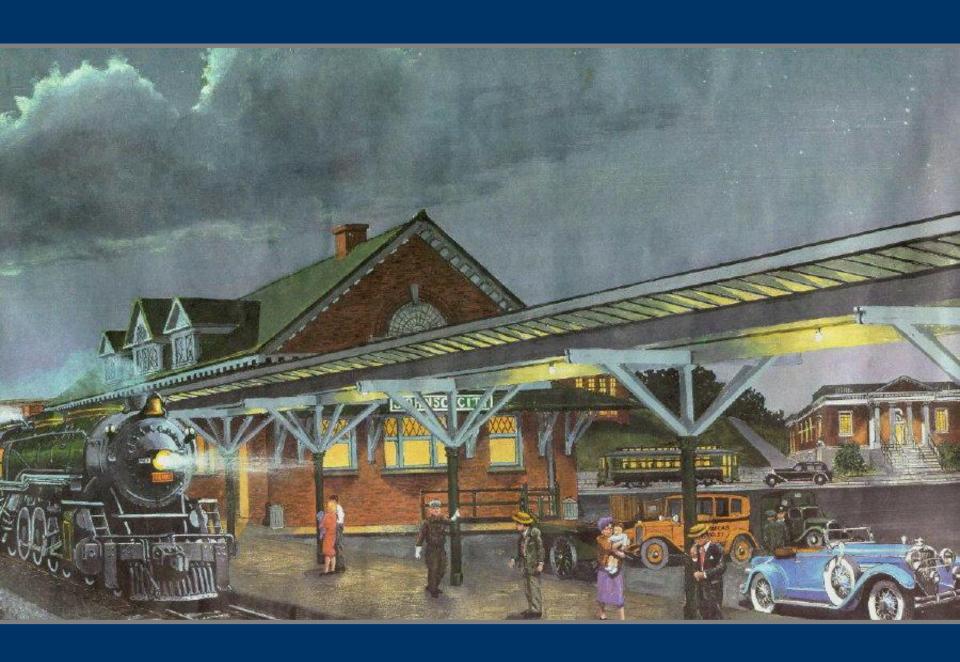




J.C.-83 MAIN ST. LOOKING EAST, JOHNSON CITY, TENNESSEE







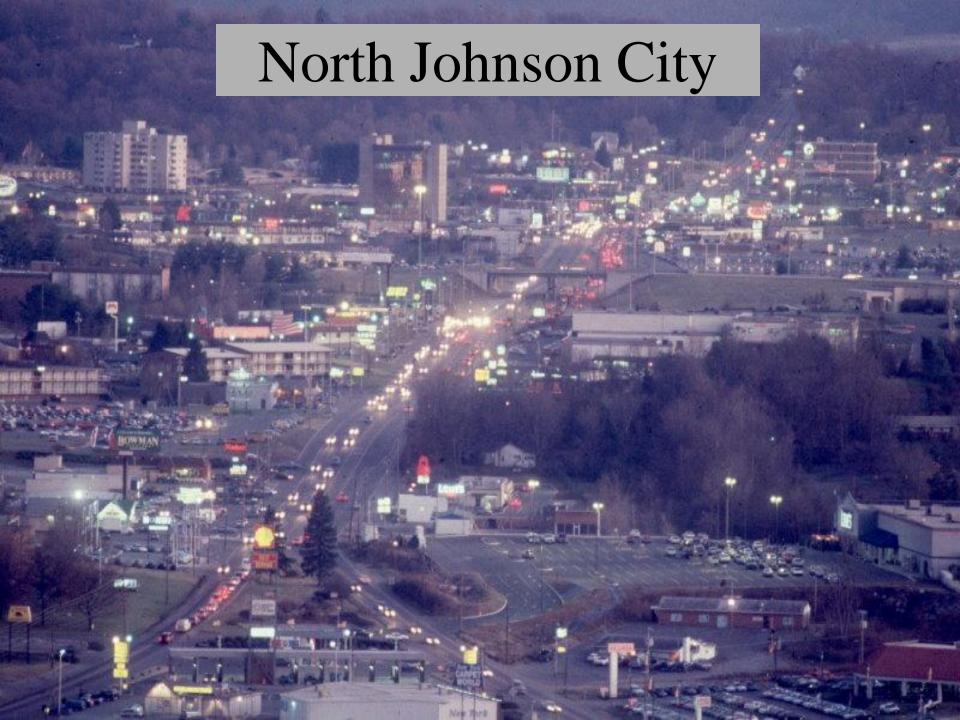


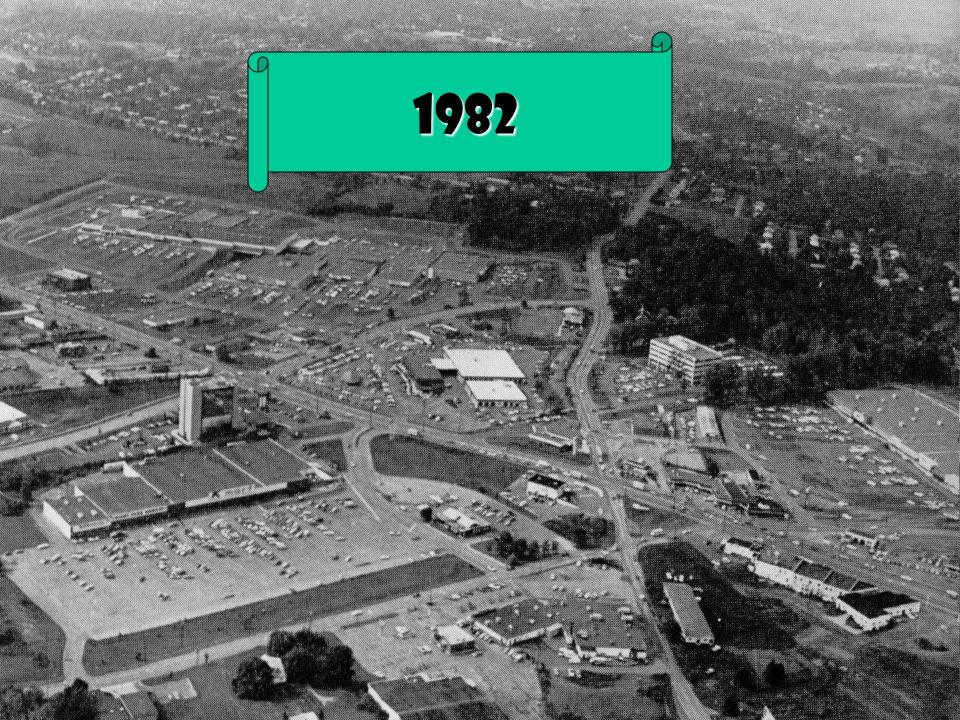


Foundation for 21st Century 1975 - 2000

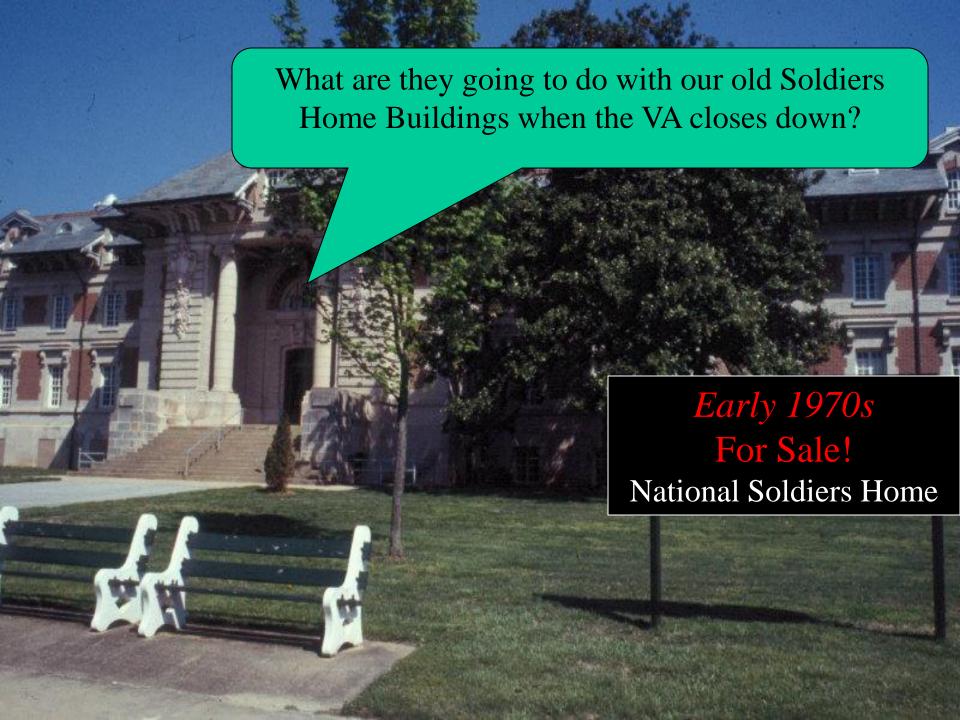
- Emergence of North Johnson City
 - Hotel/RestaurantComplex
- Regional Highway Program
- New Medical School/ VA Reconstruction

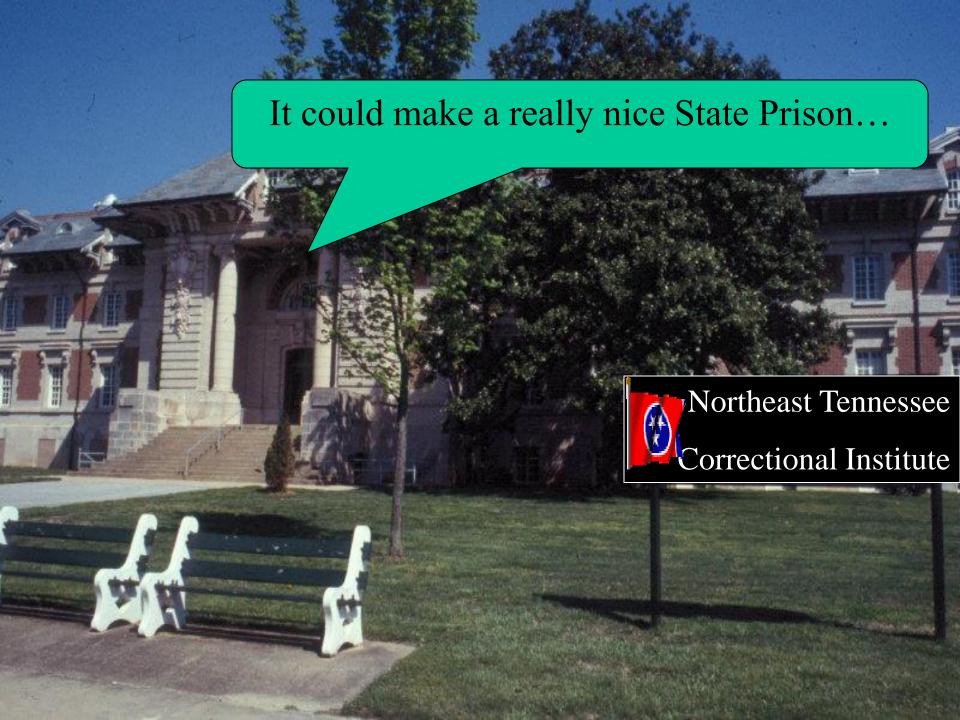




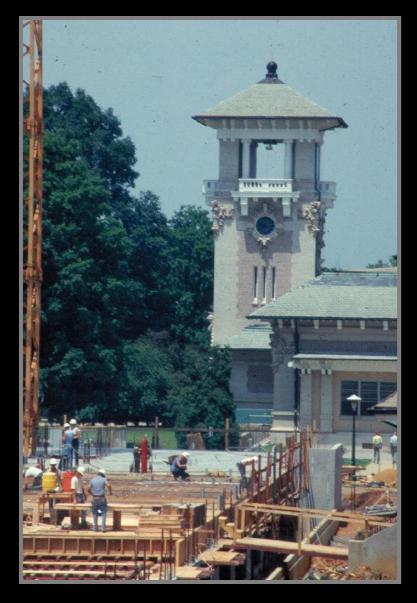




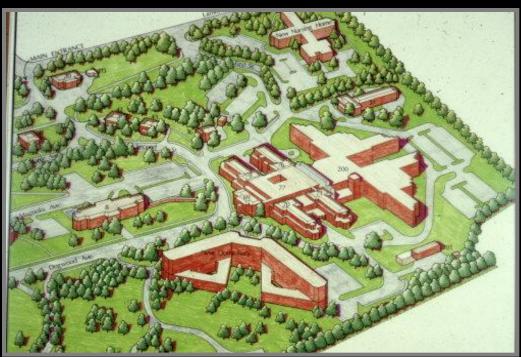




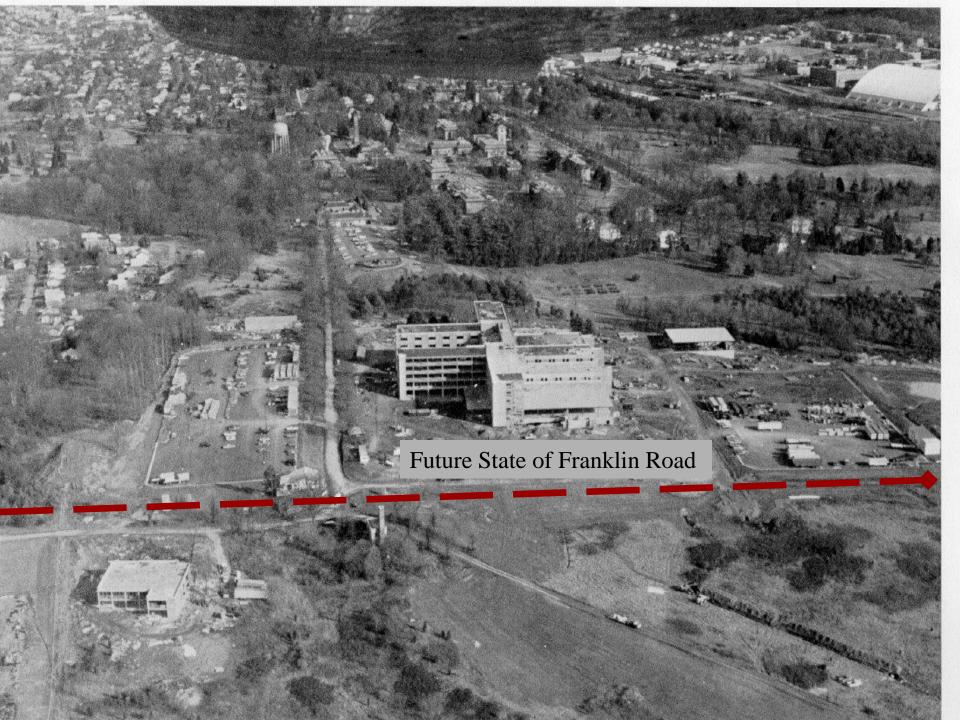




VA – Medical School Reconstruction



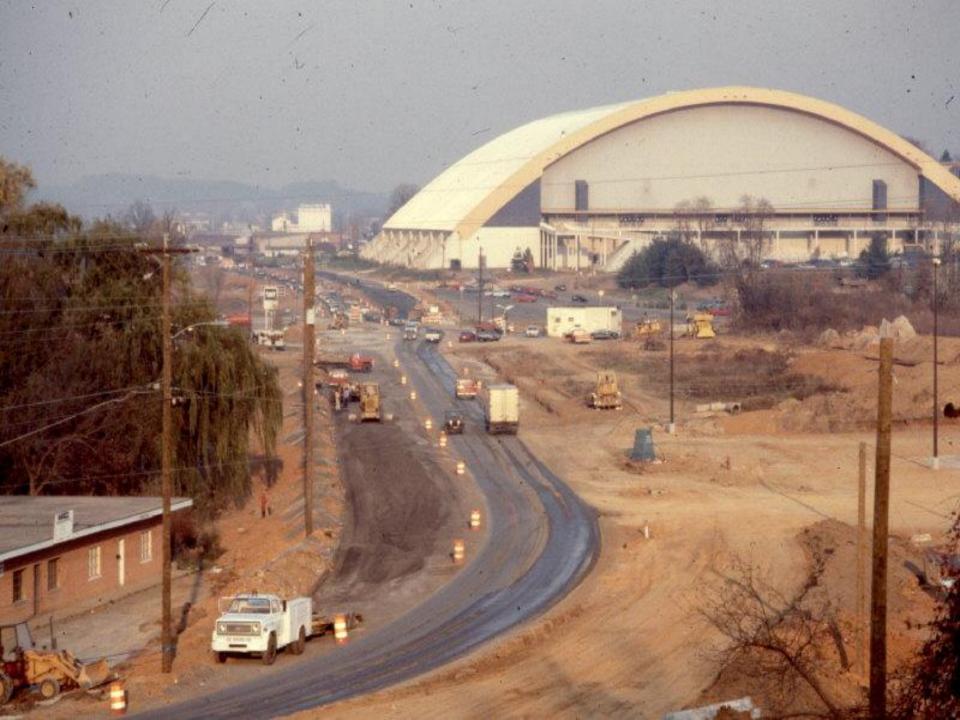
1978 - 2003













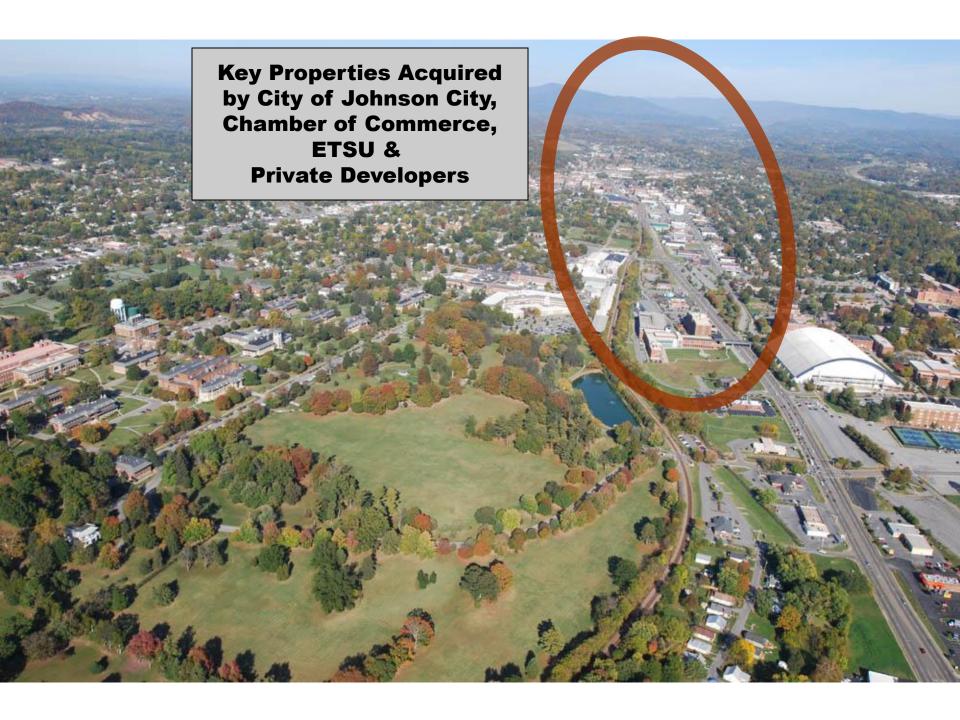








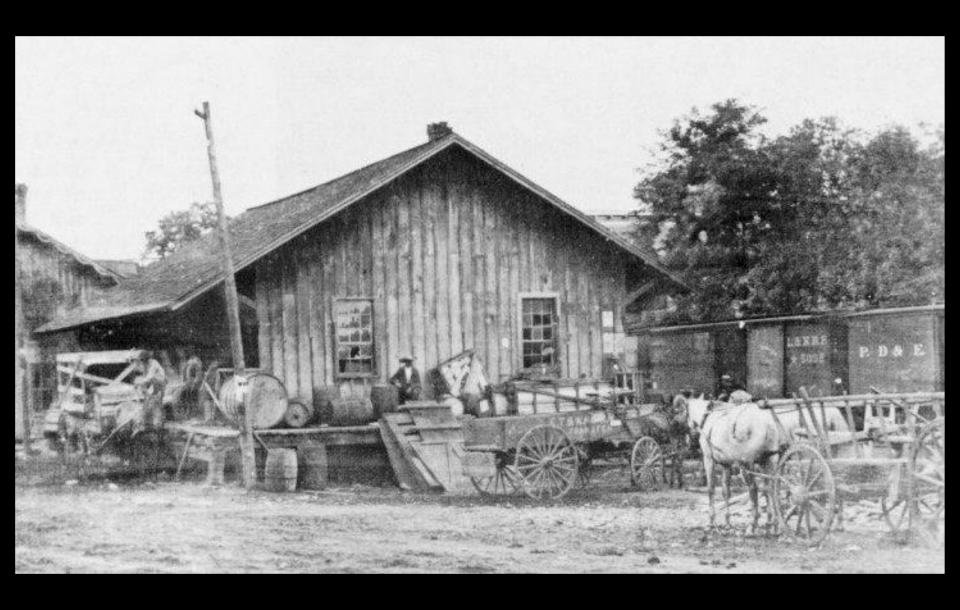




POPULATION OF JOHNSON CITY

1870	500 (estimated)	
1880	685	
1890	4,161	
1900	4,645	
1910	8,501	
1920	12,441	
1930	25,080	
1940	25,332	
1950	27,864	
1960	31,187 1990 50	
1970	33,770 2000 56	
1980	39,753 2010 63	,152

All population figures with the exception of the year 1870 have been taken from the United States Census Report.



Postcards 1

Postcards 2

Postcards 3

Postcards 4

Photo Gallery 1

Photo Gallery 2

Photo Gallery 3

Photo Gallery 4

Photo Gallery 5

Recent Photos

Old-Time Music Heritage

Tweetsie Railroad (ET&WNC)

Clinchfield Railroad

Southern Railroad

"I ittle Chicage"



This website is dedicated to past, current, and future residents of Johnson City, Tennessee as well as folks that are just fans of the city and local history. The site documents the early history of Johnson City, its unique railroad roots, and current restoration efforts underway in the "Johnson's Depot Historic District" and vicinity which involve the reconstruction of portions of the City to the character of a late 19th-early 20th Century Railroad Town.

Check back often as photo galleries, reports and documents, and various scanned memorabilia are being added to the site constantly. Mayor Johnson invites you to become a part of his community whether via the web or as a visitor to or resident of Johnson's Depot.

In the 1850s, Henry Johnson located a store along the proposed path of the East Tennessee, Virginia, and Georgia Railway which seemed an advantageous spot to start a new business. Quite the entrepreneur, Henry established a water tank for the trains, a Post Office, provided lodging for travelers, and the first railroad depot serving passengers and freight for the area. In 1869, the community called "Johnson's Depot" was incorporated by the State of Tennessee as Johnson City, Tennessee, Henry Johnson was the unanimous choice for the City's first Mayor garnering all 60 votes cast by the Town's registered (male) voters.

Henry Johnson could not have envisioned how strategic the site of his new store was; as it would become a future major railroad junction for a three-state area and today is home for a city of 60,000 population. Take a journey through time with

Greetings from Mayor Henry Johnson

Go Go



Henry Establishes a Town

Your Questions Answered by Henry and his Associates

Rebuilding the Railroad Town

